

1. (Currently amended) A suspension system for a vehicle wheel set comprising an upper leaf spring and a lower leaf spring each being mounted or mountable on opposed sides of an associated vehicle generally transversely of the associated vehicle axle, one end of each upper and lower leaf spring comprising connection means for attachment thereof to an associated vehicle chassis, the lower leaf spring being mounted or mountable over the associated vehicle axle with an opposite end thereof forming a further connection means for attachment thereof to the associated vehicle chassis, and auxiliary spring means mounted in series with the upper leaf spring and arranged to provide the associated vehicle with ride characteristics and dynamic deflection geometry substantially the same as those of a conventional [[solo]] leaf spring system as herein defined in order to mimic the dynamic deflection geometry of a conventional leaf spring system around the normal loading range.

2. (Currently amended) A system according to claim 1, wherein said auxiliary spring means is mounted in series with the upper leaf spring at an end thereof distant from said associated connection means of the upper leaf spring for attaching one end of each upper and lower leaf spring to the associated vehicle chassis.

3. (Currently amended) A suspension system for a vehicle wheel set comprising an upper leaf spring and a lower leaf spring each being mounted or mountable on opposed sides of an associated vehicle generally transversely of the associated vehicle axle, one end of each upper and lower leaf spring comprising connection means for attachment thereof to an associated vehicle chassis, the lower leaf spring being mounted or mountable over the associated vehicle axle with an opposite end thereof forming a further connection means for attachment thereof to the associated vehicle chassis, and auxiliary spring means mounted in series with the upper leaf spring and arranged to alter [[its]] a deflection rate of said suspension system in proportion to [[the]] an imposed load at constant ride height.

4. (Currently amended) A system according to ~~any of~~ claim[[s]] 1[[,2]] or claim 3, wherein said auxiliary spring means comprises an air spring.

5. (Currently amended) A system according to ~~any of~~ claim[[s]] 1[[,2]] or claim 3, wherein said auxiliary spring means comprises one of a hydraulic, a hydro-pneumatic, an electro-mechanical and a [[or]] manual mechanical spring means.

A 6. (Currently amended) A system according to ~~any preceding claim~~ claim 1 or claim 3, wherein said auxiliary spring means comprises means arranged to detect the height across the vehicle and to adjust the auxiliary spring means to compensate for any difference in height.

7. (Currently amended) A system according to ~~any preceding claim~~ claim 1 or claim 3, wherein the components are arranged to obviate or substantially reduce torsion being applied to the axle and thereby maintain the full axle control of a conventional leaf spring system.

8. (Currently amended) A system according to ~~any preceding~~ claim 3 which is further arranged to mimic the dynamic deflection geometry of a conventional leaf spring system around the normal loading range.

A2 9. (Cancelled) A system substantially as hereinbefore described with reference to Figure 6 of the accompanying drawings.

C3 10. (New) A suspension system for a vehicle wheel set comprising an upper leaf spring and a lower leaf spring mounted or mountable generally transversely of an associated vehicle axle, one end of each upper and lower leaf spring comprising a connection means for attachment thereof to an associated vehicle chassis, the lower leaf

spring being mounted or mountable over the associated vehicle axel with an opposite end thereof forming a further connection means for separately attaching it to the associated vehicle chassis, wherein the suspension system includes an auxiliary spring means mounted in series with the upper leaf spring.

CB 11. (New) A system according to claim 10, wherein said auxiliary spring means is mounted in series with the upper leaf spring at an end distant from said connection means for attaching one end of each of the upper and lower leaf springs to the associated vehicle chassis.

12. (New) A system according to claim 10, wherein said auxiliary spring means is mounted in series with the upper leaf spring at position intermediate the associated vehicle axel and the further connection means attaching the opposite end of the lower leaf spring to the associated vehicle chassis.

13. (New) A system according to claim 11, wherein an opposite end of the upper leaf spring is spaced above the lower leaf spring and the auxiliary spring means is mounted on said opposite end of the upper leaf spring

14. (New) A system according to claim 10, wherein said auxiliary spring means comprises an air spring.

15. (New) A system according to claim 10, wherein said auxiliary spring means comprises one of a hydraulic, a hydro-pneumatic, an electro-mechanical and a manual mechanical spring means.

16. (New) A system according to claim 10, wherein the components are arranged to obviate or substantially reduce torsion being applied to the axle and thereby maintain the full axle control of a conventional leaf spring system.

17. (New) A system according to claim 10 which is further arranged to mimic the dynamic deflection geometry of a conventional leaf spring system around the normal loading range.

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